

VINDICATION

Of Pennsy Employees Is Carried in a Report.

CHARGES OF GRAFT

And Discrimination in Coal Shipments are Said by Directors to Have Been Unfounded.

New York, Feb. 18.—A mistaken public opinion, misinformed us to the men because of the publication of portions, and not the whole, of the testimony of the witnesses before the inter-state commerce commission and therefore basing its conclusions upon insufficient premises, has done grave injustice to the whole service of the Pennsylvania Railroad Co. That service is of more than 40 years growth; it is constituted in the main of educated, trained and self-respecting men whose honorable lives have won the esteem of those who know them best; it has its traditions of loyalty, and it has had in its successive officers examples of unselfish devotion to duty and steadfast adherence to the right.

That in brief is the report of the directors of the Pennsylvania Railroad Co. nearly a year ago to examine into the facts connected with the accusation and ownership by officers and employees of the company of stock or other interest in any company the holding of which could affect the performance of their duty or the company's duty to the public. The alleged acceptance of gratuities by employees of the company was also inquired into by the committee.

As a result of its examination of 2,055 officers and employees, including every officer of the several companies whose individual action or whose order to any subordinate could effect any discrimination, the committee reports it found that 236 had interests in coal or other corporations or firms, or with individuals. With the exception of 15 all of these had acquired their interest by purchase. The 15 admitted that they had received gifts of shares in various corporations and their names have been reported to the presidents of the several railroad companies for action.

On the whole, the report vindicates the officers and employees of the Pennsylvania system.

Allegations of favoritism to certain shippers of freight, mainly coal, are treated by the committee, which sums up the result of its investigation of this subject with the statement that "there has not been and is not on the part of the railroad company any discrimination as between shippers in the facilities given for the exercise of that legal right."

Much of the trouble which led to the allegations, the committee believe, was due to the so-called individual cars and service on the Pennsylvania railroad. For the use of these cars the railroad pays six mills per mile, loaded or empty, and charges the regular freight on the loaded cars. The individual cars caused suspicion of preference and led to "unfounded but vexatious" charges of discrimination. While recognizing all the disadvantages, however, the railroad company has not yet seen its way clear to do away with the individual cars. The principal reason given for inability to discontinue the individual car service is that equipment cannot be provided rapidly enough to meet the growth of business.

On charges of discrimination to favored shippers in the bituminous coal fields the committee quotes the report of a committee of expert accountants who had an investigation of the matter. The accountants report declares that "the officers of the railroad company have fair operating or other reasons to present in explanation of such seeming discriminations."

A Memorial Service.

New York, Feb. 18.—More than 5,000 persons crowded Carnegie Music Hall Sunday, while as many more were turned away, on the occasion of the memorial service held by the Salvation Army for the ten officers who lost their lives when the steamer Laramie went down off Block Island last Monday night. Only three bodies of Salvationists have been recovered—those of Capt. Elm Lambert, Lieut. John Mehl and Cadet John Corderman—and caskets containing these were borne up the aisle to the platform of the hall, each covered by the colors of the Salvation Army and the stars and stripes.

Fehmi Pasha Is Banned.

Constantinople, Feb. 18.—An imperial decree orders the banishment of Fehmi Pasha, chief of the secret police of the palace, whose punishment was demanded by Germany as a result of his seizure of a ship's cargo intended for Hamburg, and he has been sent to Medina, a town of Asia Minor.

\$100,000 Fire Loss.

Baltimore, Feb. 18.—A spectacular fire broke out at 1:30 o'clock Sunday morning in the blacksmith shop of the South Baltimore Steel Car and Foundry Co., located at South Baltimore about five miles from this city. The origin of the blaze is not known. It was discovered in about the center of the big building, to which it was confined. The burned building, which is in the center of a group, is 350 feet long by 72 feet wide and contains the forging, riveting and axle-turning department of the works. Loss \$100,000.

AN INTERSTATE COMMERCE COMMISSION SIGNAL.



And one that congress cannot longer afford to disregard.

TELEGRAPHIC BREVITIES.

FOR MURDER

A Wealthy New Yorker's Wife Is Arrested.

POISON WAS USED

By the Woman, It Is Alleged, in Causing the Death of Her Mother, a Rich Widow.

Woman Was Murdered in Her Home

New York, Feb. 18.—Mrs. Edmund Flynn, wife of a watchman, was strangled and beaten to death in her home Sunday. A policeman summoned by neighbors who had heard quarreling in the Flynn home found the body stretched across a bed. The woman's head was covered with blood. By the body lay a weeping infant, its arms clasped about the mother's neck. The husband was arrested. He said that on returning from work he discovered Charles Hayes, formerly a boarder in the family, at his home. They came to blows. Later he went to sleep and knew nothing more of what had happened.

No Serious Opposition Is Expected.

Washington, Feb. 18.—Mayor Schmidt and the members of the San Francisco delegation will not return to California until the house of representatives takes action on the immigration bill, including the amendment for the exclusion of coolie labor from the mainland of the United States. The bill will be taken up in the house to-day and no serious opposition to its immediate passage is anticipated by the republican leaders. If the House act is passed to-day a statement giving the basis of the compromise agreement between the president and the San Franciscans will be made public.

A Brutal Murder.

Philadelphia, Feb. 18.—Thoroughly convinced that the murder of an unknown Italian under unusual circumstances late Saturday night, near Glenside, a suburb was the result of a "Black Hand" plot, the police authorities of this city have been asked by the officials of Montgomery county, in which county the murder occurred, to help run down the murderers. The Italian was inveigled to a lonely spot near Glenside, where there is an Italian settlement. There he was set upon and shot many times. His body was then hacked and cut in a most brutal manner.

Hundreds of Miners Are Idle.

Blissfield, Ariz., Feb. 18.—Since last Tuesday 4,000 miners have been laid off by the big mining companies of the Warren district. Although no official announcement has been made as to the cause, it is said that the idleness of the men is due to the advent of organizers of the Western Federation of Miners and their announcement that they are going to unionize the camp. It is the general expectation that before the close of this week all the mines in the district will be closed down. Warren district has always been an open camp.

A Double Fatality.

Adrian, Mich., Feb. 18.—Mrs. Mary Hinckley, aged 69, was instantly killed; Warren Stump, aged 28, was fatally injured and Miss Ida Hingley, aged 24, was seriously hurt Sunday when the buggy in which they were riding was struck by a Wabash train.

Alleged Train Wrecker Is Arrested.

Binghamton, N. Y., Feb. 18.—L. D. Harrington, of Sidney, has been arrested after being indicted by the Delaware county grand jury on the charge of attempting to wreck an Ontario & Western passenger train on the night of March 9, 1906. The indictment and great followed a sworn statement made by Mrs. Harry Gage, who testified that she and Harrington had planned the wreck so that he could rob the passengers. He would be killed and injured, and thereby obtain money to that he and Mrs. Gage could escape to the west.

End of the Motor Boat Race.

Nassau, Bahama Islands, Feb. 18.—The second or official division of the contestants in the "flag to flag" motor boat race from Miami, Fla., to Nassau finished here Saturday. The racer got away Thursday and made a split run to this port, arriving as follows: The Dazzler, entered by John Haggerty, New York, at 3 p.m.; the Whiz, entered by Thomas E. Norton of New Haven, at 3:30 p.m., and the Klondike, entered by Charles Hall of Miami, at 6 p.m. The Lee S., entered by A. P. Gerlach, of New York, has not yet been heard from.

20 ARE DEAD.

An Electric Express Train Is Demolished.

SCORES INJURED.

An Accident on the New York Central Road, Probably Caused by Spreading Rails.

New York, Feb. 18.—Twenty-four, two fathers and 145 others more or less seriously injured in the result of the wreck of an electric express train on the New York Central railroad at Two Hundred and Fifth street and Webster avenue, Saturday night. Of the large number of injured 20 are according to hospital reports, seriously hurt and the death list may be increased.

The train was made up of two electric motors, a combination baggage and smoking car and four passenger coaches. It left the Grand Central station at 5:13 o'clock with the train scheduled stop at White Plains. It was running at a high speed when it reached Woodlawn road, where there is a sharp curve. The motors and the forward car took the curve safely, but the following coaches were derailed and, toppling on their sides, were dragged 100 yards before the engines gave way and the four cars piled together in ruins at the foot of a low embankment.

A sheet of electric flame that ignited the disaster enveloped the rear car and for a moment threatened to roast the victims pinned in the debris. The flames did not, however, spread and the horror of a holocaust was averted. As the cars fell they smashed the third rail, breaking the current and ending the danger from this source. In the crash, however, there was death for many, while practically every one in the four coaches received injuries of some sort.

The cause of the wreck is still a matter of speculation. All night Inspector Flood of the police department, Coroner Schwancke and Assistant District Attorney Smythe, together with other members of the district attorney's office, looked over the scene and sought in determining the cause of the derangement of the train. The result of their investigation may become known when the inquest is held to-day by the coroner.

The wreckage was completely cleared away Sunday. All four of the tracks of the New York Central through the rocky cut where the train left the rails and several of the cars went to pieces had been cleared. The track on which the train was running and which was ripped up in the accident had been resown, the third rail replaced and traffic resumed under normal conditions.

With the clearing of the wreckage interest turned to what the authorities might do. Perhaps the most significant statement of the day was the one made by Coroner Schwancke. He had secured a statement from Mortimer Rogers, of the wrecked train, that, according to the coroner, the matron had stated that he was running on schedule time when the accident occurred and named the speed of his train as 70 miles an hour. Rogers told the coroner, declares that he did not know anything was wrong until an eighth of a mile beyond the place of derangement.

The coroner adds: "It appears to me that a spreading of the rails caused the disaster. I think that one of the motors hit a section of the track with force enough to cause it to jump off. The snorter followed and swung the cars following completely off the track, breaking the coupling. When the rear cars broke loose they ran wild for a distance and finally turned

over.

When the wreck occurred the three rear coaches, completely filled with passengers, were thrown on their side just above a sharp curve at Woodlawn road bridge. The shock was terrific. People were hurled violently from their seats and the most of those who were killed were pitched through the windows as the cars slid on their sides. The third rail held for a time, but finally broke with a dash and a roar and heard for a great distance. Between this wreck of the "current" rail and the main track the bodies were wedged. They were held here as the cars passed along and in this way were terribly mangled.

E. R. Rogers, the motorman of the derailed train, who was arrested by order of the coroner and taken before him for examination, was subsequently paroled on his own recognizance to appear at the coroner's inquest.

The railroad company has detected at work on a theory that wrecks are tampered with the track.

According to the company, J. J. Jacob, older and assistant to Mortimer Rogers, has not been seen since the accident and his present whereabouts are unknown.

Decided in Favor of Jackson.

Albany, N. Y., Feb. 18.—Supreme Court Justice Flits on Saturday handed down a decision sustaining the position of Attorney General Jackson in the matter of proceedings in the interest of W. R. Hearst against George B. McMillan from the office of mayor of New York City. Justice Flits decided that the attorney general had authority to reheat the application of Mr. Hearst for habeas corpus, which was denied by Mr. Jackson's predecessor, Attorney General Mayer. Justice Flits also denied the motion of McMillan's attorneys to have the attorney general adjudged in contempt of court.

Knew What Was Coming.

The judge of the supreme court polished his glasses slowly and with dignity becoming a member of so august a tribunal.

"Judge not," he said, "judge not,

and peace and quiet."

"Let's be roared in the mag-

azines," he added.

The Last Straw.

"Van Millyan is completely ruined financially. He was even compelled to sell his automobile."

"Umph! Hasn't a cent left, eh?"

Judge.

Turn Your Face Into Dollars

Many a Man Has Failed Because His Face was a Picture of Calamity.

CABINET FACES A CRISIS.

Dissensions in the French Ministry are caused by the Church League Question.

Paris, Feb. 18.—The fate of the Clemenceau cabinet and the definite decision whether the settlement in the church lease question negotiated by Minister of Education Briand shall stand will probably be determined Tuesday. On the morning of that day the cabinet will decide its course, and in the afternoon it will go before parliament and define its position. M. Meinter and Guizet, the radical republicans, have consented to postpone their interpellations until the cabinet has had another opportunity to propose its differences and meantime the negotiations between M. Selves, prefect of the Seine, and Monsignor Andrieu, archbishop of Paris, on the subject of contracts for the lease of churches will be suspended.

It is certain that if M. Briand is beaten in the cabinet Tuesday he will only withdraw but will appeal to the chamber of deputies and that the battle will be fought out upon the floor in a bitter royal between the minister and friends.

Some people have a genius for seeking out the disagreeable, the crooked, the bad and the ugly. These are the destroyers; they travel in schools they herd together for they have their kind and the cheerful part of the world will have nothing to do with them.

And why is it that so many public disasters knowing at the same time that if they do, their lives will be ruined? Some people cannot help it, for pessimism usually comes from bodily disorders, and this cannot always be prevented.

The stomach, for instance, is the most common cause of discontent, sour face, recklessness, disgust and lack of ambition. A bad stomach—there is the secret of many a failure. Anyone can have a good stomach, a strong stomach, a stomach that can take care of anything and everything that is put in it, no matter whether it is a very bad stomach now or not. Then why not have it?

Stuart's Dyspepsia Tablets do this very thing. One ingredient of these little tablets digests 3,000 grains of food, and no matter how bad your dyspepsia or indigestion these tablets will digest everything in your stomach thoroughly and completely, and better and quicker than a healthy stomach can do the same thing. Stuart's Dyspepsia Tablets will cure quickly loss of appetite, breath, irritation, burning sensations, nausea, heartburn, eructations, loss of vim and spirit, bad memory and dyspepsia and indigestion in their very worst forms.

No other little tablets in the world can do so much. You should carry Stuart's Dyspepsia Tablets around with you whenever you go and take them after meals. Then only will you realize what it is to enjoy a meal and what perfect digestion means. Your whole body and your mind will feel the effects, your vim will increase, you will be more satisfied with what the world does, you will think happier and be happier and your face will be one of surprise contentment. That will bring you success and then more success. Your face will bring you dollars. Try it. It will cost you just 5¢ for a package of these wonderful Stuart's Dyspepsia Tablets at any drug store in earth.

Send us your name and address today and we will at once send you by mail a sample package free. Address A. F. Simot Co., 51 Stewart Blvd., Marshall, Mich.

Must Prepare for Violent Attacks.

Rome, Feb. 18.—Fifteen thousand Greeks, among them 1,500 red-shod Garibaldians, with 120 flags and 20 bands of music, participated Sunday in an anti-clerical demonstration in favor of France. The procession went to the monument of Giordano Bruno, the Italian philosopher who was burned at the stake by order of the Inquisition, where 20 wreaths were deposited. Afterwards the marchers went to the capitol and despite their being prohibited doing so, entered the balcony of Michel Ange, overlooking the hill, and planted the red republican flag, and, amidst cheering, resounding and socialist speeches, delivered violent anti-clerical speeches.

Steamer and 14 Lives Lost.

Cardiff, Wales, Feb. 18.—The British steamer Helgoland collided Sunday midnight with the British steamer Orlando, outward bound from Penarth. The Orlando sank and 14 persons, including her captain, were drowned. The Helgoland got into this port with her bows damaged.

QUEER FACTS ABOUT TRADE.

They are Reversed in a Report Issued by the Government Bureau of Statistics.

Washington, Feb. 18.—Apparently drinking in the United States is on the wane. Both the quantity and value of that beverage imported into this country last year were less than in the preceding one and particularly no greater than in the preceding year.

This is only one of several surprising findings of a sentiment issued Sunday by the bureau of statistics of the United States in 1905. The figures show that 33,173 dozen quarts of champagne and other sparkling wines were imported in 1905, valued at \$5,855,425, while in the preceding year the number of dozen quarts was 49,514, valued at \$7,993,621.

Another surprising fact is that while the United States is one of the greatest coffee-consuming countries in the world, yet it is actually exporting that product. The exports of domestic products include 31,518,400 pounds of raw coffee, valued at \$3,870,325. This is explained by the fact that Porto Rico and the Hawaiian islands are custom districts of the United States and that their exports to foreign countries are now included with the figures of exports from the various custom districts of this country.

Another curious feature of American commerce is that while this country produces three-fourths of the world's cotton, \$11,000,000 worth of that product was imported last year to say nothing of \$1,600,000 worth of waste cotton. This import, however, is of a different quality from that produced in the United States, being of the long and silky fiber coming principally from Egypt. While this country is the largest manufacturer of cotton goods, the importations of manufactured cotton of this country aggregated \$63,900,000 in value.

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PRENDERGASTS-TEL. S.

It is a matter

Of